

100 - Airport Improvement Program (AIP)

OVERVIEW

The Airport Improvement Program (AIP) is a federal grant-in-aid program that represents a major source of funding for airport development and planning. Established in 1982 with the passage of the Airport and Airway Improvement Act of 1982, the AIP has been amended several times since, most recently with the passage of the Vision 100 - Century of Aviation Reauthorization Act . Funds obligated for the AIP are drawn from the Airport and Airway Trust fund, which is supported by user fees, fuel taxes and other similar revenue sources.

Recipients of AIP grants are referred to as "Sponsors." A Sponsor's eligibility to receive funds under the AIP program varies per the type of Sponsor and the type of project activity. In general, a sponsor may be a public agency, private owner or State entity that is associated with a public-use airport. Sponsors must be legally, financially, and otherwise able to carry out the assurances and obligations contained in the project application and grant agreement.

ELIGIBILITY

Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. Generally, Sponsors may use AIP funds for most airfield capital improvements, necessary land acquisitions and safety of approved safety equipment.

Prohibitions include landscaping, artwork, parking facilities and costs associated with "exclusive use" development. Airport operational costs such as salaries, normal maintenance services, operational equipment, and supplies are also not eligible for AIP reimbursement.

FEDERAL SHARE

The AIP does not reimburse sponsors the full amount of a project expense. The amount of reimbursement will vary with the type of sponsor.

- For large and medium primary hub airport, the Federal share is 75% of AIP eligible expenses with the exception of noise program implementation, which is 80% Federal participation.
- For remaining airports (small primary, non-primary, relievers and general aviation airports) the AIP participation rate is current established at 95% of AIP eligible costs.

PROJECT PRIORITY

Because the demand for AIP funds exceeds the availability, the distribution of AIP funds is based on current national priorities and objectives. Projects that rate a high priority will receive higher funding consideration over those projects with lower priority ratings.

AIP funds are typically first apportioned into major entitlement categories such as enplanements, non-primary and state funds. Remaining funds are distributed to a discretionary fund. Set-aside projects (Airport noise and the Military Airport Program) receive first attention from this distribution. The funds that remain after the set-asides are true discretionary funds that are distributed based on a national prioritization system. Projects are favored that best carry out the purpose of the AIP, with highest priority given to safety, security, reconstruction, capacity and standards.

110 - Checklist for Typical AIP Development Project

This checklist provides a basic outline of steps required of the Sponsor for a typical development project. As each project may present unique situations, this checklist should not be construed as inclusive of all steps required for proper administration of an AIP funded project. Likewise, certain steps may not be necessarily for all types of project. The steps required for equipment and land projects will differ from that of a development project.

PROJECT FORMULATION

- a. Airport included in National Plan of Integrated Airport Systems (NPIAS)**
Before an airport location can qualify for AIP funding, the airport must be identified within the National Plan of Integrated Airport Systems (NPIAS)
- b. Preliminary Planning Coordination**
Prior to commencing any activity, the sponsor should coordinate with the appropriate FAA Airport planner to clearly define the scope of the planning initiative.
- c. Secure Planning Consultant**
Sponsor must adhere to the requirements identified in AC 150/5100-14c when selecting a consultant. It is recommended that selection of a planning consultant be accomplished separately from that of design consultants.
- d. Scoping Meeting**
The Sponsor and their planning consultant should meet with the FAA to identify pertinent issues and to assess the actions needed to address each issue
- e. Initiate and Complete Environmental Review.**
AIP funded projects are subject to environmental review for determination of impacts that a development might have on the environment. The sponsor is responsible for identifying all environmental issues and as well as developing conceptual alternatives for a proposed development by preparing an environmental assessment.
- f. Prepare and submit Master Plan/ALP**
The objective of the master plan is to establish guidelines for development at an airport that satisfies aviation demand as well as address issues related to the airport operation and environmental. The FAA only approves certain components of a Master plan. These include the Airport Layout Plan, forecasts and critical aircraft selection.
- g. Verify ALP approval**
In order for a development project to be considered eligible for AIP participation, the improvement must be identified on an approved Airport Layout Plan.

PROJECT PROGRAMMING

- a. Prepare and Submit ACIP Project Data Sheet**
The ACIP serves as the primary planning tool for systematically identifying, prioritizing and assigning funds to critical airport development identified on the approved ALP. The sponsor must submit an ACIP data sheet for each development project in order to program AIP funds. The timing on when a data sheet is submitted will affect when AIP funds will be made available. Typically, ACIP data sheets should be submitted by February in order to be considered for funding in the subsequent fiscal year.
- b. Coordinate with FAA on availability of AIP funding**
The submittal of an ACIP data sheet does not automatically guarantee funding of the project. The proposed project is subject to FAA review and prioritization. Sponsor should continue to

coordinate with the appropriate FAA planner to verify when funding may be available for approved projects.

"EARLY START" PHASE

a. "Early Start Letter"

Sponsor receives notice from FAA of the favorable potential for receiving Federal funding. This is not a commitment nor a guarantee of funds but simply a "heads up" notice that funding for the project is favorable and that the sponsor should initiate actions that require long lead times.

b. Secure an Engineering Consultant

If not already under contract, the Sponsor should initiate selection of a professional consultant for design and construction services. Refer to the detailed checklist for obtaining professional consultants.

c. Verify Status of Disadvantaged Business Enterprise (DBE) program

The sponsor should contact the FAA Civil Rights Office to verify the status of their DBE program and to establish a project goal using an acceptable goal methodology that complies with 49 CFR Part 26. Sponsors expecting to receive Federal funds in excess of \$250,000 must have an approved DBE program.

d. Verify status of Pavement Maintenance Program (Paving Projects)

Per section 107 of Public Law 103-305, airports receiving Federal funds must implement and maintain an effective pavement maintenance program. This requirement is implemented by grant assurance and special condition. Regional guidance is available to aide airport operators in complying with this provision.

e. Verify status with the FTA ECHO Reimbursement system

All grant reimbursements are now made by electronic funds transfer using the FTA ECHO system. New sponsors must register the person authorized to make a drawdown. Existing sponsors should verify their account and password.

f. Verify Data Universal Numbering System (DUNS) Number

The Office of Management & Budget (OMB) has directed all Federal agencies to require applicants of Federal grants to provide a Dun & Bradstreet (D&B) Data Universal Numbering System (DUNS) number when applying for Federal grants or cooperative agreements on or after October 1, 2003. Organizations should verify that they have a DUNS number or take the steps needed to obtain one as soon as possible. Organizations can receive a DUNS number at no cost by calling the dedicated toll-free DUNS Number request line at 1-866-705-5711 or by visiting <http://www.dnb.com/us/>.

AIRPORT PROPERTY RIGHTS

a. Verify if Adequate Property Rights exist

In order for development projects to commence, the sponsor must maintain sufficient property interest in the airport, which conforms to the approved Airport Layout Plan. Due to the variables associated with land acquisition, grants for land acquisition are generally accomplished prior to and separately from grants for development projects

b. Certificate of Title

Satisfactory evidence of good title is handled by submittal of the FAA form "Certificate of Title" by the airport owner. The Certificate of Title must be based on a current Title Opinion that demonstrates adequate property rights are held and that interest held is free of encumbrances that may have adverse impacts to normal airport operations.

c. Exhibit A Property Map

The sponsor shall maintain a current property inventory map, commonly referred to as the Exhibit A property map. The map must show the airfield pavements and delineate the limits of the airport property interests that are held. The map should also include a table showing the parcels/tracts that make up the airport property including interest that is held and date of acquisition as well as any easements that are present.

d. Land Acquisition

Consult the more detailed land acquisition checklist for Land Acquisition projects. Sponsors should note that grants for land acquisition are generally not offered until all expenses have been determined.

DESIGN PHASE**a. Pre-design Meeting**

Sponsor and Consultant should confer with the FAA regarding the scope of the approved AIP eligible work. Issues such as funding limitations, design alternatives, safety requirements, phasing options and etc. should be thoroughly discussed. This meeting may take place as a telephone conference call or an in-person meeting.

b. Engineers Report

A report prepared by the engineer that outlines design considerations and selections. The report should include the pavement design form as well as the life cycle analysis if a higher initial cost design is desired. The report should also include a preliminary estimate of probable costs. For complex projects, this report should be submitted in advance of preliminary design submittal. For the lesser complex projects, this report may be submitted along with the preliminary plans and specifications.

c. Preliminary Plans & Specifications Submittal

Generally, preliminary plans and specifications are submitted at the 90% phase. Complex projects may require earlier submittals. Less complex projects may only require one submittal. The FAA project engineer will notify the sponsor at the time of the predesign meeting what level of submittal will be required. The plans and specification must be based on FAA standards. The Sponsor and engineer must identify and justify all additions and deletions made to an FAA construction standard.

d. Sponsor's annotated Response to FAA Comments

The Sponsor's engineer shall provide a written response to each FAA comment by stating the action taken to resolve the comment.

e. Submittal of Final P&S and Sponsor Certification

Once all required changes have been made, the sponsor shall submit one copy of the final plans and specifications along with an executed sponsor certification for plans and specifications.

BID PHASE**a. FAA Approval to Solicit**

The sponsor should verify if FAA approval to solicit bids has been granted. This typically occurs with the FAA approval with final Plans and Specifications.

b. Public Solicitation

Sponsor/consultant shall publicly advertise for bids in order to solicit an adequate number of contractors.

c. Bid Opening

Sponsor/consultant publicly open bids to identify the apparent low bidder that is determined

to be responsive and responsible.

d. Sponsor Written Recommendation

Subject to a determination of fair and reasonable costs, the sponsor shall submit to the FAA a written recommendation of award of contract. Information on the contractor's proposed DBE participation must also be submitted with this correspondence.

e. FAA Approval in Award of Contract

The FAA approval in the award of contract is based on a combination of sponsor certification and review of the bid results. Sponsor shall submit a complete "Sponsor Certification for Award of Contract" at the time the bid information is submitted to the FAA.

GRANT APPLICATION

a. Application Form

Sponsor/Consultant shall prepare and assemble an AIP project application form. Since all grants are to be based on defined costs as opposed to estimated costs, the application should reflect the "as-bid" costs. The Sponsor must identify their Dunn & Bradstreet DUNS number on the project application.

b. Certificate of Title

An executed Certificate of Title shall be attached to the project application. This certification shall be submitted for all development grants. The Certificate of Title must be based on a current title opinion.

c. Exhibit A Property Map

Attach a current copy of the Exhibit A property map. If no changes in property ownership have been made since the last submitted Exhibit A map, the sponsor may refer to the previous Exhibit A map.

GRANT OFFER

a. Congressional Release of Funds

The official notification that a location has received Federal funding is the "Congressional Release". Up until this notification, all actions taken by the sponsor are viewed as a Sponsor initiative. A grant offer will not be made until this notification has been publicly released.

b. Grant Offer and Execution

The FAA will send two copies of the agreement (three in the case of co-Sponsors) to the sponsor for proper execution of the grant. The authorized official shall sign and date the grant agreement. The grant must be executed within the time limit identified in the grant offer.

c. Attorney Certification

The certification by the sponsor's attorney must occur **after** execution of the grant agreement by the Sponsor's authorized official. Certifications made prior to execution of the grant agreement will result in an unacceptable determination by the FAA and the agreement will be returned the Sponsor for correction.

d. Executed Grant Agreement

One copy of the executed agreement must be submitted to the FAA prior to the date specified in the agreement.

PROJECT COMMENCEMENT

a. Preconstruction Meeting

A preconstruction meeting should be held prior to commencement of the work. The meeting should conform to the requirements of Advisory Circular 150/5300-9a. Issues related to

operational safety on the airport shall be thoroughly discussed. FAA maintenance personnel shall be invited to attend if existing FAA facilities are impacted.

b. Notice-to-Proceed

The Sponsor's notice-to-proceed to the contractor should not be issued until the following conditions are met: 1) Grant agreement properly executed, 2) Contractor's DBE participation formally approved by FAA, 3) contract agreement including bonds are properly executed and 4) FAA authorization to issue NTP has been granted.

c. Safety Plan

The airport operator retains overall responsibility for proper implementation of the safety plan. The sponsor and the consultant shall monitor the contractor and their subcontractors to ensure compliance with all required safety provisions throughout the duration of the project.

d. NOTAM

All required Notice-to-Airmen (NOTAMS) must be initiated in advance of work commencement.

e. FAA Facilities

The sponsor and contractor shall provide at least 7 days advance notice to FAA maintenance personnel when existing FAA facilities will be impacted by the proposed development.

PROJECT EXECUTION

a. Project Accomplishment

The project must be accomplished in accordance with the approved FAA plans and specifications.

b. Change Orders/Supplemental Agreements

All change orders and supplemental agreements shall be coordinated with the FAA for a determination of AIP eligibility and reasonableness of fees. For items of work that do not have an established unit price, an engineer's estimate of cost shall be prepared prior to entering into negotiations with the contractor. A copy of the engineer's estimate should be forwarded to the FAA along with the change order or supplemental agreement.

c. Periodic Payments

Sponsor's may seek reimbursement for periodic payments to the contractor for acceptable work completed to date. Reimbursements are to be made by electronic funds transfer using the FTA ECHO system. The Sponsor shall fax a copy of the drawdown information to the project manager at the time the drawdown is made.

d. Final Acceptance

A final inspection shall be conducted once all work is satisfactory completed. The acceptance inspection should be well documented as well as signed by the sponsor and consultant.

PROJECT CLOSEOUT

a. Final Outlay Report (SF-271)

A final SF-271 form shall be prepared and signed by the authorized official. The form should identify all project costs and the resultant Federal participation value.

b. Final Construction Report

A final construction report shall be prepared that provides a brief narrative of the project, listing of milestone dates, explanation of contract time, statement of substantial compliance with approved plans and specifications, explanation of overruns and under-runs, and summary of acceptance testing results.

c. As-built Project Drawings

The sponsor must receive a copy of the record drawings for the completed project. It is not necessary to submit a copy of "as-built" drawings to the FAA unless specifically requested by the project engineer.

d. As-built ALP

Development projects that result in geometric modifications to airfield pavements or improvements to airport infrastructure require the submittal of an "as-built" Airport Layout Plan". This effort should not be construed as an ALP update effort.

e. Final Project Budget Summary

Prepare and submit a detailed grant summary that identifies all specific costs and expenses. This summary requires additional detail than that presented in the SF -271 form.

f. Support Documentation for Final Expenses

A copy of all final invoices, billings statements and progress estimates must be provided to support all claimed costs.

g. Sponsor Certification for Final Acceptance

Sponsor shall complete, sign, and submit the required sponsor certification for final acceptance. Negative replies require additional explanation and justification.

GRANT AMENDMENT

a. Amendment Limitations

If through the execution of an AIP development or an equipment project, an overrun in eligible costs is realized, the FAA may increase the grant up to an amount not exceeding a statutory 15% limitation. For land projects, the limitation for increasing a grant may vary per the circumstances of the acquisition. Planning grants are not subject to possible amendment. Costs that exceed these limitations will not be reimbursed under the AIP.

b. Amendment Request

The sponsor must make a written request for an amendment. The request should provide an explanation and justification for the overrun in eligible costs. The FAA will not consider an amendment until all required closeout documentation has been submitted for review and approval.

c. Amendment Offer

The FAA does not guarantee funds will be available for covering grant amendments. The funding of a grant amendment is largely subject to the identification of recovery funds from other AIP grant closeouts. This process may take several months to complete.

POST GRANT REQUIREMENTS

a. Record Keeping

Sponsors are required per 49 CFR Part 18.42 to maintain pertinent records and documentation, which fully disclose the amount and disposition of federal funds. Documentation and records must be retained for a minimum of three years from fiscal closure. Sponsors must provide the United States access to such records for purposes of audit and examination.

b. Audits

Sponsors that receive over \$500,000 in federal funds within a year are required to conduct a single audit that complies with OMB Circular A-133. Sponsors that receive less than \$500,000 federal funds are not required to complete the single audit but must maintain adequate records and documentation within an acceptable accounting system that would

facilitate an audit if deemed necessary by the United States.

c. Financial Reports

Grant assurance #26 requires that the Sponsor prepare and submit financial and operations reports within 120 days of the end of their fiscal year. Refer to Advisory Circular 150/5100-19 for FAA guidance on submitting required financial reports.

d. Compliance

Airport owners and operators who accept a Federal grant also accept certain conditions and assurances for which the sponsor must comply. Considering that obligations remain valid beyond a grant closure, Sponsors are encouraged to routinely review their obligations. The FAA Compliance program provides oversight of sponsor efforts in complying with Federal Obligations.

120 - Sponsor Eligibility

Eligibility to receive funds under the AIP program varies per the type of sponsor and the type of proposed project activity. In all cases, the sponsor must be legally, financially and otherwise able to assume and carry out the obligations required of an AIP grant agreement. In general, the different types of sponsors may be categorized as follows:

Planning agencies - Agencies such as state planning agencies or metropolitan planning agencies may qualify as a sponsor provided that the organization is authorized by appropriate State or local laws. Such grants are typically limited to planning type grants.

Public Agencies that own the airport - Public agencies such as State, county, local municipalities or other political subdivisions that maintain ownership of an airport may qualify as an AIP Sponsor. Sponsorship may include agreements for Airport Master Planning, Noise compatibility planning, Noise program implementation and airport development projects.

Certain Public Agencies that do not own an airport - Public agencies such as State, county, local municipalities or other political subdivisions that do not maintain ownership of an airport may qualify as an AIP Sponsor. Such sponsorship is typically limited to master planning for new airports, acquisition of existing airports and noise program implementation.

Certain Privately owned airports - Individuals, partnerships or corporations who own and operate an airport intended for public-use may qualify as an AIP sponsor provided they operate as a reliever airport or have at least 2,500 annual passenger boardings. Privately owned airport sponsors are eligible for airport development projects, airport master planning, noise compatibility planning and noise program implementation.

State Sponsorship - A State may act as a sponsor whether or not it owns the airport. If the State does not maintain ownership, the State sponsorship must satisfy three statutory provisions

1. The sponsor must consent in writing to State Sponsorship
2. There shall be administrative merit and aeronautical benefit to State Sponsorship
3. There must be an agreement acceptable to the FAA that assures compliance with grant provisions

130 - Project Eligibility

Eligible sponsors under the Airport Improvement Program (AIP) may apply for funding of certain projects subject to a determination of project eligibility. Such projects typically fall within the categories of airport planning, airport development, land acquisition and noise program implementation. All AIP funded projects must meet the following general requirements:

- The project sponsorship requirements have been met
- The project is reasonably consistent with the plans of planning agencies for the development of the area in which the airport is located
- Sufficient funds are available for the portion of the project not paid for by the United States
- The project will be completed without undue delay
- The airport location is included in the current version of the NPIAS
- The project involves more than \$25,000 in AIP funds.
- The project is depicted on a current airport layout plan approved by the FAA

Eligible projects generally include those improvements related to enhancing airport safety, capacity, security and environmental concerns. There are also prohibitions on using AIP funds for certain projects. Projects related to airport operations and most revenue-generating improvements are typically not eligible for airport participation. Prohibitions also exist for art, landscaping, certain public parking facilities, and some aircraft hangars.

Recent changes in the AIP authorization (Vision 100) now permit some projects that have historically been ineligible to now be eligible at non-primary airports. Specific questions regarding AIP eligibility should be directed to the airport planner for the specific airport.

The table below lists typical examples of eligible and non-eligible projects. Please note that this listing does not represent a complete listing of eligible versus ineligible projects.

Examples of Eligible vs. Ineligible Projects

Eligible Projects	Ineligible Projects
<i>Aircraft hangars (Non-Primary)</i>	<i>Artwork</i>
<i>Airfield drainage</i>	<i>Development that exceeds FAA Standards</i>
<i>Airfield lighting</i>	<i>Development for Exclusive Use</i>
<i>Airfield signage</i>	<i>Improvements for commercial enterprises</i>
<i>Apron construction/rehabilitation</i>	<i>Industrial park development</i>
<i>Environmental Studies</i>	<i>Landscaping</i>
<i>Fuel farms (Non-Primary)</i>	<i>Maintenance equipment and vehicles</i>
<i>General Aviation Terminal Buildings</i>	<i>Marketing plans</i>
<i>Land acquisition</i>	<i>Office equipment</i>
<i>Certain Nav aids (e.g. REILs, PAPIs)</i>	<i>Training</i>
<i>Planning Studies</i>	<i>Airport Operational Costs</i>
<i>Runway construction/rehabilitation</i>	
<i>Safety Area improvements</i>	
<i>Taxiway construction/rehabilitation</i>	
<i>Weather observation stations (AWOS)</i>	

140 - AIP Obligations

When entities receive Federal assistance, they also accept certain obligations and conditions associated with that assistance. These obligations may be incurred by contract or by restrictive covenants in property deeds. This generally involves the following:

- Grant agreements issued under Federal grant programs
- Instruments of approved property transfers
- Deeds of conveyance

Airport owners and operators who accept a Federal grant are obligated to maintain and operate their facility in a safe and efficient manner.

Acceptance of the grant also invokes certain conditions and assurances for which the sponsor must comply. These conditions and assurances become binding contractual obligations between the sponsor and the United States. Obligations may span different grant development programs. The FAA has administered three such development programs; Federal Airport Aid Program (FAAP), Airport Development Aid Program (ADAP), and the Airport Improvement Program (AIP). Airports owners should be aware that obligations incurred under each program or conveyance document can vary. Some of the major obligations an airport owner can incur are listed below. This list should not be construed as all-inclusive of such incurred Federal obligations.

- *Prohibition on Exclusive Rights*
- *Utilization of Airport Revenue*
- *Proper Maintenance and Operation of Airport Facilities*
- *Protection of Approaches*
- *Maintaining Good Title of airport property*
- *Compatible Land Use*
- *Availability of Fair and Reasonable Terms without unjust discrimination*
- *Adherence to the approved Airport Layout Plan*
- *Sale or Disposal of Federally acquired property*
- *Preserving Rights and Powers*
- *Maintaining acceptable accounting and record keeping systems*
- *Compliance with Civil Rights requirements*
- *Compliance with Disadvantaged Business Enterprise requirements.*

Airport owners are encouraged to thoroughly review and understand each executed agreement and conveyance document to verify the exact obligations they have accepted. Airports owners are also encouraged to establish a central point for record keeping purposes that permits quick reference to the incurred obligations. Annual reviews of all such agreements will greatly aid your efforts in complying with incurred Federal obligations.

RESOURCES

Advisory Circulars

- [AC 150/5190-5](#) - Exclusive Rights and Minimum Standards

Grant Obligations

- [Airport Sponsor Assurances](#) (pdf)
- [Noise Compatibility Assurances for Non-Airport Sponsors](#) (pdf)
- [Planning Agency Assurances](#) (pdf)

150 - FAA Standards

The FAA establishes policies, guidelines and standards for the safe and efficient development of the national airspace system. Such standards and guidelines are conveyed to the public through the FAA Advisory Circular system. Unless incorporated by regulation or binding agreement, standards and guidelines presented in an Advisory Circular are generally non-regulatory in nature.

However, AIP grant recipients are bound to adhere to the standards and guidelines presented in Advisory Circulars specifically identified in the grant. AIP grant recipients are obligated to comply with the identified standards by the acceptance of grant assurance #34. Adherence to the identified standards is deemed mandatory if Federal funding is desired.

A listing of applicable Advisory Circulars is typically attached to the grant agreement along with the grant assurances. Sponsors may not deviate from an FAA standard unless express written consent is obtained from the FAA.

RESOURCES

- [Advisory Circular Library: 150 Airports Series](#)
- [Quick Cross Reference of FAA Standards](#)

160 - Non-Primary Entitlement Funds

The passage of the Wendall H. Ford Aviation Investment and Reform Act for 21st Century (AIR-21) introduced a new funding source for general aviation airports. The subsequent AIP re-authorization, Vision 100 retained Non-Primary entitlement funding with some significant changes.

Non-primary entitlement funds are specifically for general aviation airports listed in the latest published National Plan of Integrated Airports (NPIAS), that show needed airfield development. General aviation airports with an identified need are eligible to receive annually the lesser value of the following:

- 20% of the 5-year cost of their current NPIAS value or,
- \$150,000
- A funding condition of Non-Primary Entitlement is that Congress must appropriate \$3.2 billion or more for non-primary entitlement funds to exist in that fiscal year

When can I use the general aviation entitlement?

Under Vision 100, non-primary entitlement is available to use in the fiscal year it becomes available and the next three fiscal years. You may choose to delay using your entitlement the first, second or third year and use all of the money in the final year to fund a larger project.

Unused funds will expire if not obligated under a grant after four years.

Which projects are eligible for funding?

In general, you can use AIP funds on most airfield capital improvements and limited maintenance work. Vision 100 also allows the use of non-primary entitlement for limited revenue generating areas such as terminals, hangars and fuel farms. Eligible maintenance projects include airfield pavement maintenance.

Normal airport operational costs such as salaries, mowing equipment and supplies are not permitted. Sponsors are strongly encouraged to contact the FAA to discuss eligibility questions.

Examples of Eligible vs. Ineligible Projects

Eligible Projects	Ineligible Projects
<i>Runways</i>	<i>Mowers, sweepers, trucks, office equipment</i>
<i>Taxiways</i>	<i>Automobile parking lots</i>
<i>Aprons</i>	<i>Industrial park infrastructure and buildings</i>
<i>Airfield lighting</i>	<i>Business & marketing plans</i>
<i>Airport layout plans Environmental Studies</i>	<i>Training</i>
<i>Access roads located on Airport Property</i>	
<i>Removing, lowering, moving, marking and lighting hazards to aviation</i>	
<i>Drainage Improvements</i>	

Eligible Projects	Ineligible Projects
<i>Weather observation stations (AWOS)</i>	
<i>Land acquisition for eligible development</i>	
<i>Tree clearing in runway approaches</i>	
<i>Maintenance hangars</i>	
<i>T-hangars</i>	
<i>Terminals</i>	
<i>Fuel farms</i>	

What are my obligations for accepting AIP funds?

When an airport operator accepts a grant you incur specific obligations to the federal government for a period of twenty years. A few of these obligations are that you will operate and maintain the airport for this period, you will not grant exclusive rights to those providing aeronautical services, you will not unjustly discriminate and you will not allow any activity that would interfere with its use as an airport.

Is there anything else I should know?

- The AIP grant pays for 95% of the total eligible costs included in the project. You are responsible for the remaining 5%.
- There is a grant provision that limits amendments to 15% of the original grant amount.
- You must have competitive bid prices before we issue the grant.
- Payments are made by electronic transfer and may be requested periodically as project costs are incurred.
- You must have a local official responsible to administer the grant.
- Appropriate Federal provisions must be incorporated into the procurement action.

RESOURCES

- [Advisory Circular Library: 150 Airports Series](#)
- [Quick Cross Reference of FAA Standards](#)